



Next Steps

Prior to the November 19, 2002 public meeting, MDOT conducted two stakeholder sessions to discuss the Practical Alternatives. Comments received at these sessions and the public meeting will help refine the Practical Alternatives. In the months following the public meeting, the Practical Alternatives will undergo further refinement based on engineering and environmental analyses, and public and agency comments. Over the next several months, the study team will prepare an Environmental Assessment (EA) document. This document will be available for public review early in 2003. In that document, a Preferred Alternative will be proposed. Several weeks after the EA is issued, a public hearing will be held in winter 2003 to present the findings of the Environmental Assessment and to receive further public comments. Details of the Preferred Alternative will be further refined based on more detailed analysis and public comments received at the public hearing. This work will lead to the Recommended Alternative. A Recommended Alternative will be submitted to the Federal Highway Administration for approval in the summer of 2003. Please refer to **Figure 1**.

US-12 Improvement Study
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Results to be Published as an Environmental Assessment

The Federal Highway Administration has determined that the results of the current US-12 Improvement Study will be published in the form of an Environmental Assessment (EA) rather than the Environmental Impact Statement (EIS) that was originally proposed. Both documents publish information, impact analysis results and conclusions as required by the National Environmental Policy Act (NEPA). An EA format is appropriate for publishing the findings of the US-12 Improvement Study because the majority of the alignment for the proposed alternatives follows the existing road corridor. All issues and concerns raised during previous stakeholder and public meetings will be addressed in the EA to be released in winter 2003.

How Do I Get Involved?

To ensure that the public is fully informed and involved in this process, several methods for public input have been created. These include: public meetings, newsletters, stakeholder meetings, study web site, and a toll-free telephone information line (1-877-238-8712).



Newsletter No. 2

Fall 2002

Alternatives Refined for Further Study

The Michigan Department of Transportation (MDOT) has selected two alternatives, along with the no-build option, to be carried forward in the next phase of the US-12 Improvement Study. The two alternatives include a route that remains on the existing US-12 alignment (Alternative 1) and a route that moves off the existing alignment to the north of US-12 between Warner Road and Platt Road (Alternative 1-N). A brief description of these alternatives is included on Page 2 of this newsletter.

In all, more than 16 alternatives were considered at the onset of the US-12 Improvement Study, which began in 2001. These options were evaluated to determine their potential benefits and impacts. Specifically, the analysis looked at current and future traffic needs in the area, safety, socioeconomic and environmental impacts and compatibility with land use.

Summary of March 19 Public Meeting

The Michigan Department of Transportation (MDOT) extends its sincere thanks to Pittsfield Township residents for their interest and participation at the March 19, 2002 public meeting at the Pittsfield Township Offices. Approximately 80 people attended and submitted written comments. These comments, as well as those posted on the study web site, continue to provide the study team with valuable insights regarding the concerns of local residents and have contributed to the selection of the Practical Alternatives. A summary of public comments can be found on the Study's Web Site at www.mdot.state.mi.us/projects/us12-saline. The comments represent a wide range of views on the Illustrative Alternatives and existing conditions. Many citizens expressed concern about safety, noise, traffic signals, environmental resources, and personal property. The study team will continue to utilize public comments during the process of refining the roadway improvement alternatives.

Public Meeting on Practical Alternatives

Open House Format

**November 19, 2002
3:30-5:00 p.m. and 7:00-8:30 p.m.
Pittsfield Township Offices
6201 Michigan Avenue**

Public Input Sought on Practical Alternatives

On November 19, 2002, MDOT will hold a public meeting to present the Practical Alternatives. Residents can come and learn about the Practical Alternatives and provide their input. The meeting will be conducted in an "open house" format with opportunities to speak one-on-one with MDOT officials and study team members. No formal presentations will be made, so please feel free to attend either session at your convenience.



Looking west from Schmidt's Gallery

Figure 1: Study Schedule

Public Meeting	Practical Alternatives Selection	Stakeholder Sessions	Public Meeting	Environmental Assessment Issuance	Public Hearing	Stakeholder Sessions	Study Completed
March 2002	Summer 2002	Fall 2002	Nov. 19, 2002	Winter 2003	Winter 2003	Spring 2003	Summer 2003

Description of Practical Alternatives

The different roadway alignments represented in the Practical Alternatives are categorized as **Build** or **No-Build** alternatives. As part of each Build Alternative (**Figure 3**), two roadway cross-sections (**Figure 2**), and three US-23 interchange options will be considered. Each alternative is described in the following paragraphs. Preliminary impacts are provided in **Figure 4**.

Build Alternatives

The two Build Alternatives, 1 and 1-N shown in **Figure 3**, involve changes to the existing US-12 alignment. **Alternative 1** generally follows the existing US-12 alignment throughout the study limits and varies only slightly in certain locations.

Alternative 1-N follows the existing US-12 alignment except for one section between Warner and Textile Roads where it departs the existing US-12 centerline just west of the Warner Road intersection in a northeasterly direction. It ties into Textile Road approximately 900 feet west of Platt Road and follows the Textile Road alignment east to US-12.

US-23 Interchange Improvements

Three options are being evaluated to reconfigure the US-23 interchange as part of this study (**Figure 3**). One of these will be implemented as part of the Build Alternative. Option A, the **Rural Diamond Interchange**, realigns the existing northbound and southbound entrance/exit ramps to US-23 directly across from one another and installs traffic signals at

both intersection locations. This interchange option would require additional right-of-way acquisition.

Option B, the **Partial Cloverleaf Interchange**, adds a partial cloverleaf to provide free-flow US-23 access for eastbound US-12 traffic traveling north and westbound US-12 traffic traveling south. Traffic movement in other directions will be controlled using signalized intersections for entrance/exit ramps that are realigned to be opposite from one another. The new signalized ramps, located east and west of the cloverleaf, will move approximately 200 feet beyond their present locations. This interchange option would also require additional right-of-way acquisition.

Option C, the **Single Point Urban Interchange** (SPUI), reconfigures the existing interchange ramps to converge at a single location that is controlled by a traffic signal. Although this option is not likely to require additional right-of-way, construction costs could be significantly higher than those associated with a partial cloverleaf or rural diamond interchange.

No-Build Alternative

A No-Build Alternative is also being evaluated to serve as a baseline for comparing the effectiveness and potential impacts of the Build Alternatives. This alternative maintains the existing alignment. No new construction would occur beyond routine maintenance and local road improvements that are already approved.

Figure 2: Cross Sections Considered

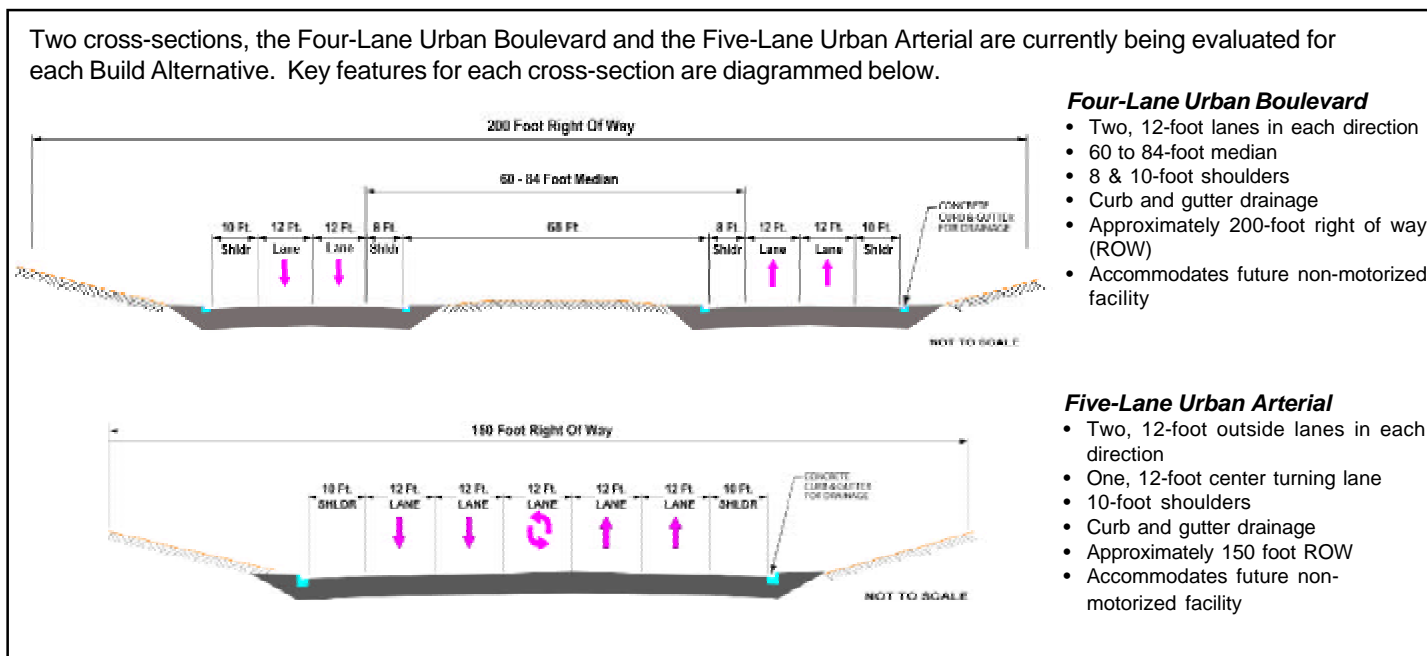


Figure 3: Practical Alternatives Under Study

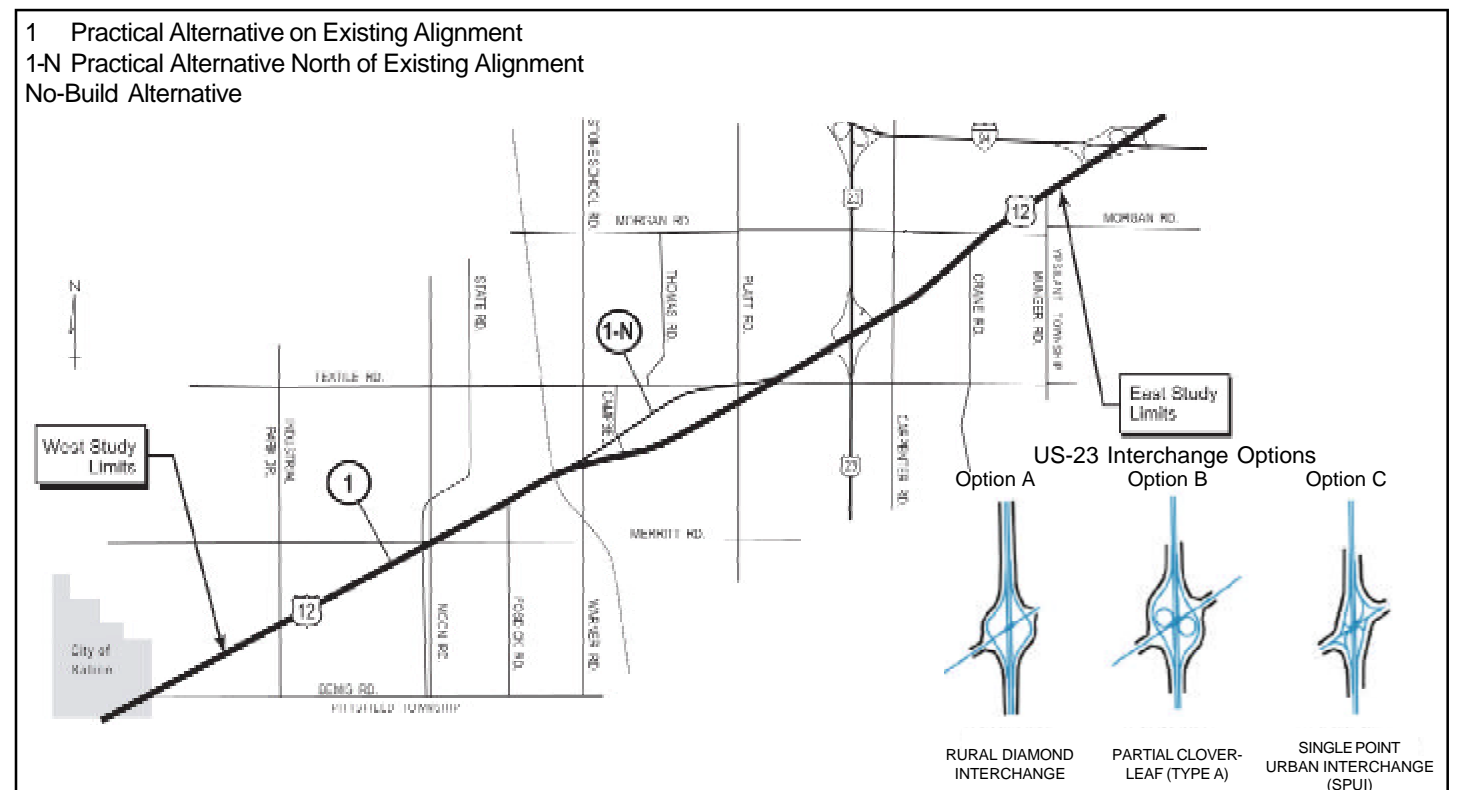


Figure 4: Preliminary Comparison of Impacts for the Practical Alternatives

Practical Alternative		Displacements		New ROW Required (acres)	Wetlands Affected (acres)	Woodlands Affected*	Stream Crossings	Historic Properties Affected**	Recreational Properties Affected (acres)
		Residences	Businesses						
1	Five-Lane Urban	7	1	39	2.2	0.5	3	3	1.4
	Four-Lane Blvd.	14	4	52	2.8	1.1	3	3	1.3
1-N	Five-Lane Urban	9	2	57	3.4	6	3	2	16
	Four-Lane Blvd.	15	3	77	4.2	9	3	2	20
US-23 Interchange Options	Option A - Diamond	0	1	14	4.7	0	0	0	0
	Option B - Partial Clover	0	1	14	4.7	0	0	0	0
	Option C - SPUI	0	0	0	1.1	0	0	0	0

* Woodlands north and south of Textile Road contain potential Indiana Bat habitat.

** Effects on historic properties would include taking land for road right-of-way.